

DOCKS,

PORT OF AMoy.

SHIPWREKS, AGENTS, AND COMMANDERS are informed that the Dock Company's ESTABLISHMENT at the above Port afford every facility, at moderate charges, for REPAIRING AND SPARRING VESSELS AND CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK has 220 feet length on the blocks, and a large spring tide can receive Vessels of 16 to 17 feet draught. It has

CAISSE-GATE, and POWERFUL CENTRIFUGAL STEAM-PUMPS.

Two small GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

SPARE, Timber, and other Dock-yard material in stock.

Quarters for Officers, and a DRY GODOWN or STORES of Vessels under repair.

217 Amoy, December, 1870.

DOCK ROW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the depth of water is 16 feet, and the draught of the blocks is 17 feet, and is pumped out by Steam.

The above premises comprise a large Machine-Shop, containing a

GATE-LATCH.

DRILLING AND CROWBAR MACHINES,

A Large Sawmill.

LARGE GODOWNS are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., always on hand.

The Dock Steam Tug "Wasp" is available at all times to tow vessels to or from Sea, at current rates, on application.

JOHN C. SKYE.

Superintendent. The list of Officers for lighting or sounding vessels can be obtained from

Messrs. D. SILVER & CO., Hongkong.

519 — May 1870.

The Chronicle and Directory for 1871.

THIS Work, now in the NINTH year of its existence, will be published as early as practicable after the close of the current year.

It will be compiled and printed at the Daily Press Office, as usual, from the best and most authentic sources, and no pains will be spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the Chronicle and Directory for 1871 will be further augmented by the addition of a Chromo-lithograph plate of the NEW CODE OF SIGHTS, in the Peak; also of the various HOUSE FLAGS; a MAP OF HONGKONG; a MAP OF JAPAN; and a CHART OF THE COAST; besides other local information and statistics corrected to date of publication, tending to make this work the most accurate for all Public, Mercantile and Government Offices.

The Publisher requests that those persons who have not yet returned the printed forms which have been sent to them to fill up, will be good enough to do so without delay. Any persons who have recently arrived, and to whom printed forms have not been sent, are respectfully requested to forward their names and addresses as early as possible for insertion.

Daily Press Office, Nov. 12th, 1870.

MARRIAGE.

On the 21st December, 1870, at the residence of Mr. A. H. Ross, Hongkong, by Pastor E. Kitzel, Professor GIESZATO, GREEF, of Manila, Esquire, daughter of Pastor Charles E. Blatt of Lubeck.

The marriage of the Daily Press from this office took place on Wednesday morning at 10:30, and the last messages left the office at 10:45.

The Daily Press

MENINGHON: DECEMBER 22ND, 1870.

This state of public opinion, at home in regard to the China question, as shown by the last papers to hand, is evidently one that will be very unfavourable to the objects which the *China How* Mission is desirous of accomplishing. In France, at the present time, the war is so absorbing that it is not to be expected much attention would be paid to a question which has arisen so far away as China. But in England, it is clear that a profound impression has been produced by the Tien-tan tragedy, and that this impression has been the stronger in consequence of the false hopes that were raised by the *Buhring* Mission. It requires but very little attention to perceive that the leading journals are at the present time calling into question the services of a very different class of writers to those whose productions filled the columns of the home press until recently. Up to the time when the eyes of the public were opened by the Tien-tan Massacre, it was the almost undisputed object of the chief journals at home to put a favourable colouring upon everything connected with China, and so to work, in with the Government in their endeavours to shew an unpleasant question out of sight. Now the plain facts are given, and the observations made upon them are such as evidently come from the pens of writers having practical experience. The extract which is thus printed from the *Times* is one of the most nervous articles that has appeared upon this question. The point in which the Chinese Government is open to censure, whatever else may be argued, is made with masterly precision, in a review of *TENG-KUO-FAN*'s own memorial. Why did *TENG-KUO-FAN* and the other Mandarins take no steps, before the Tien-tan Massacre, to disperse the slanders which they knew to be current, and to involve the authority of the Emperor Kang Hsi in support of the "athletic Missionaries"? As justly observed, had no Imperial Edict been promulgated at the time the rumours at first began to assume a dangerous appearance, the outrages which now call for punishment would never have occurred. Of the truth of this, there can be no doubt; and, whatever may be said against condemning *China How* in advance, we believe there can also be no doubt that had he been desirous to do so, he might have easily prevented the outbreak by

adopting active measures over a couple of days before it occurred, when there is no question that he knew of the plot, as it had been repeatedly brought to his notice officially both by the French and the British Consul. It is extremely satisfactory to note that the true point in the whole affair—namely, the fault of culpable omission—has been seized in reference to the conduct of the Chinese officials as set forth in *TENG-KUO-FAN*'s memorial, as it gives ground to hope that the same point will be understood in connection with *China How*. He might possibly, but by no means probably, have been deceived; but he might have been ignorant of what was going on; he might have been indifferent as to what course of action he ought to take up, within a short time of the outbreak; but the limit of the period up to which those excuses can be pleaded is fairly susceptible of the most probable definition. On a certain day, about a week before the occurrence, his attention was called to the danger by the French and the English Consuls. What did he do between that date and the occurrence? Nothing! He issued no proclamation; he took no precautions; he offered no protection—and it is beyond the possibility of denial, that it was within his power to do all three. It is surely to be hoped that the weight of these considerations will not be lost sight of, that before *China How* reaches France, a similar public opinion to that existing in England will have been formed there, and that the country will be in a position to act upon it. It may perhaps be feared, that under the circumstances at present unfortunately existing a more favourable air will be given to the plausible representations of the *Stowage of Cargo*, &c., &c., always on hand. The *Dock Steam Tug "Wasp"* is available at all times to tow vessels to or from Sea, at current rates, on application.

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519 — May 1870.

The Chronicle and Directory for 1871.

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Vessels on the Berth.

FOR SHANGHAI

The object of the French attack on the 29th was to repossess Paris of its fortifications. After the battle, the Army of the Loire withdrew. The above is in correction of the telegram, dated London, November 30th, 12-30 P.M., published in this morning (the 2nd). There was no mention on Versailles of the telegram was simply dated from Versailles.

VERSAILLES, Nov. 30th, 10 P.M.

The Times of India publishes an Extra that the Rajah of Kiplang died at Florence, on his way back to India. No particulars have been received.

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VERSAILLES, Nov. 30th, 10 P.M.

There was a sortie in force to-day from the north and east of Paris.

There was heavy fighting until dark.

The battle was continued to-day.

By British Indian Cable.

Tours, 1st Dec., 6 P.M.

A fresh sortie was made from Paris on the morning of the 30th. The French carried the positions at Choux and Epinay.

General orders crossed the Marne at noon on the 30th.

Desperate fighting took place between Villiers-sur-Marne, Brie-sur-Marne, and Halliers (Villiers-sur-Marne).

The French maintained their positions outside Paris, with the exception of the 30th.

The battle was continued to-day.

By British Indian Cable.

LONDON, November 29th (Afternoon).

The Liverpool Cotton Market is steady.

In the Manchester Market there is more business.

2th Shipping.

8th Shipping.

8th Shipping.

4th Malacca.

1st Id.

COMMERCIAL INTELLIGENCE.

DECEMBER 21ST, EVENING.

The market for Bengal drabs will steady with a fair natural demand for Patna at \$72 to \$75. Bengal, \$45 to \$47; Patna, \$72 to \$75; Bihar, \$35 to \$37; Calcutta, \$60 to \$65; Madras, \$60 to \$65; Madras, \$60 to \$65; Patna, now, 1st sale, \$65.

EXCHANGE.

ON LONDON.—Bank Bills, at 30 days' sight, 4/3.

Bank Bills, at 6 months' sight, 4/4.

Bank Bills, at 6 months' sight, 4/4 to 4/5.

Bank Bills, at 6 months' sight, 4/3 to 4/4.

Bank Bills on demand, 4/2.

For Freight, apply to

OLYPHANT & Co.

at 218 Hongkong, 15th December, 1870.

FOR SAN FRANCISCO.

THE 4th American Barque

N. TEAYER.

Crosby, Master, will have quick despatch for the above port.

For Freight, apply to

OLYPHANT & Co.

at 218 Hongkong, 15th December, 1870.

FOR MANILA.

THE 4th Spanish Barque

ENCARCERACION.

Captain Gurdou, having the greater part of her cargo arranged, will have immediate despatch for the above port.

For Freight or Passage, apply to

REMEDIOS & Co.

at 218 Hongkong, 15th December, 1870.

FOR NEW YORK.

THE American ship

KINGFISHER.

Coldrey, Master, will load here for the above port, and have despatch.

For Freight, apply to

ADUSTINE HEARD & Co.

at 2078 Hongkong, 25th November, 1870.

FOR SYDNEY.

THE 4th British Ship

LADY BOWEN.

Woodcock, Master, will have quick despatch for the above port.

For Freight or Passage, apply to

RUSSELL & Co.

at 2088 Hongkong, 24th November, 1870.

FOR NEW YORK.

THE 4th British Barque

MAIORA.

Murdine, Master, having the greater part of her cargo engaged, will load at this and Whampoa for the above port, and have immediate despatch for the above port.

For Freight, apply to

OLYPHANT & Co.

at 2087 Hongkong, 21st November, 1870.

FOR MELBOURNE AND SYDNEY.

THE Clipper Ship

WHEELOWIND.

Capt. Graham, will have quick despatch for the above port.

For Freight or Passage, apply to

ROZARIO & Co.

at 1881 Hongkong, 16th November, 1870.

FOR HONG KONG.

THE 4th British Ship

HAWAIIAN.

Murdine, Master, will have quick despatch for the above port.

For Freight or Passage, apply to

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